

Message Text

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ORIGIN DOTE-00

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DRAFTED BY DOT/TPI-42:MALLEN

APPROVED BY EUR/SOV:SPOLANSKY

TPI-42:BARAMUNDO

FRA/RRD-1:REPARSONS (PHONE)

EUR/SOV:WKUSHLIS

OES/APT/SEP:RLIIMATAINEN

DESIRED DISTRIBUTION

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R 140152Z APR 76

FM SECSTATE WASHDC

TO AMEMBASSY MOSCOW

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E.O. 11652: N/A

TAGS: ETRN, TGEN, OVIP, UR

SUBJECT: US-USSR TRANSPORTATION AGREEMENT: TRANSPORT OF
FUTURE (05.01) AND RAIL (05.03) WORKING GROUP MEETINGS

(A) STATE 78708 (B) MOSCOW 5302 (C) MOSCOW 5465

1. REQUEST SCIOFF PASS FOLLOWING MESSAGE TO MALASHKO,
MINRAIL, VIA ISHCHENKO, SCST, FROM PARSONS, FRA, RE SUBJECT
SOVDEL VISITS.

2. IN RESPONSE SOVIET SUGGESTION THAT SUBJECT WORKING
GROUP MEETINGS BE HELD IN MIDDLE SECOND QUARTER, PARSONS,
FRA, PROPOSES MAY 19-26 AS DATES FOR TRANSPORT OF FUTURE
WORKING GROUP MEETING. IF SOVIETS FEEL STRONGLY BOTH
TRANSPORT OF FUTURE AND RAIL MEETINGS SHOULD OCCUR AT SAME

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TIME, PARSONS PROPOSES MAY 19-30 AS DATES.

3. BASED ON MALASHKO LETTER TO MITCHELL, RECEIVED JULY 1975, FRA PROPOSES ACQUAINT SOVIET RAIL DELEGATION WITH FOLLOWING TOPICS:

ON EFFECTS OF HIGH-AXLE LOADS ON TRACK:

1. SERVICE CONDITIONS INVOLVING OPERATION OF THE UPPER STRUCTURE OF THE RAILROAD TRACK ON SECTIONS STEADILY HANDLING ROLLING STOCK WITH HIGH AXLE LOADS.
2. CHARACTERIZATION OF THE RAILS EMPLOYED.
3. STATISTICS OF REMOVAL OF RAILS FROM THE TRACK ACCORDING TO VARIOUS TYPES OF DAMAGE (DEFECTS) IN RELATION TO VARIOUS LEVELS OF CAR AND LOCOMOTIVE (STATIC) LOADS AND TRAVELING SPEEDS.
4. CHARACTERISTICS OF DAMAGE (DEFECTS) TO RAILS ON TRACK SECTIONS CARRYING HIGH AXLE LOADS, AND RESULTS OF STUDIES OF RAILS WITH SUCH DEFECTS.
5. REQUIREMENTS FOR TRACK LAYING AND RATE OF FORMATION OF DISRUPTIONS IN THE TRACK UNDER HIGH AXLE LOADS.
6. CHARACTERISTICS OF THE DESIGNS AND OPERATION OF SWITCHES ON A TRACK OPERATING UNDER HIGH AXLE LOADS.
7. CHARACTERISTICS OF TRACK LAYING AND EXPERIENCE IN THE OPERATION OF A CONTINUOUS TRACK ON WOODEN TIES WITH TRADITIONAL SPIKE ANCHORING OF RAILS.
8. SYSTEM OF ORGANIZATION OF TRACK MAINTENANCE AND REPAIR AND CHECKING OF ITS CONDITION.
9. ECONOMICALLY DESIRABLE (OPTIMAL) LIMITS OF INCREASING THE AXLE AND LINEAR LOADS OF ROLLING STOCK FOR MODERN RAIL TRACK DESIGNS (RAIL-TIE SKELETON ON BALLAST).

ON MEANS OF INSPECTING TRACK STRUCTURES:
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1. CHARACTERISTICS OF TRACK MEASURING DEVICES.
2. CRITERIA FOR ESTIMATING THE TRACK CONDITION.
3. PLANNING OF THE OPERATION OF THE TRACK MEASURING CAR.
4. METHODS AND INSTRUMENTS FOR OBTAINING INFORMATION ON

THE CONDITION OF THE TRACK AND ITS ELEMENTS WITH THE
TRACK MEASURING DEVICE.

5. METHODS AND INSTRUMENTS FOR RECORDING AND STORING

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INFORMATION ON THE TRACK MEASURING DEVICE.

6. METHODS AND INSTRUMENTS FOR PROCESSING INFORMATION ON
THE TRACK MEASURING DEVICE AND AT THE PROCESSING CENTER.

7. STRUCTURE OF TRACK-MEASURING CARS.

4. FYI. PARSONS DISMAYED AT SOVIET INSISTENCE MEETINGS
TAKE PLACE DURING SECOND INSTEAD OF THIRD QUARTER.
BECAUSE OF HIS OTHER COMMITMENTS, HE CANNOT RECEIVE SOV-
DELS UNTIL MIDDLE TO LATE THIRD QUARTER IF ABOVE PROPOSED
DATES NOT ACCEPTABLE. PARSONS HAD EXPECTED MAXIMUM
4-MAN TRANSPORT OF FUTURE SOVDEL AND 6-8 MAN RAIL (TRACK:
HIGH-AXLE LOADS) SOVDEL. FURTHER, PARSONS DOES NOT SEE
HOW HE CAN SIGN PROTOCOL FOR YEAR'S WORK OF EITHER GROUP

AS INDICATED REF (C). PARSONS DOES NOT EXPECT SCIOFF TO
RESOLVE THESE PROBLEMS. SCIOFF MAY, HOWEVER, BE IN
POSITION TO BRING NUMBERS OF SOVDELS MORE IN LINE WITH FRA
PROJECTED PLANS (PARA. 3 ABOVE) AND MAY BE IN POSITION
TO CONVEY PARSONS' CONCERN RE LACK OF LEAD TIME TO
ARRANGE AS PLEASANT AND PROFITABLE A VISIT AS HE WOULD
HAVE LIKED. PARSONS WISHES, HOWEVER, SOVIETS FEEL WELCOME
AND DESIRES TO BE ACCOMMODATING TO GUNDOBIN, WHO OBVIOUSLY
ORDERED TWIN VISIT IN MAY. END FYI. KISSINGER

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